

The Hongkong Telegraph

(ESTABLISHED—1861.)

NEW SERIES No. 5541

晚一十月七年三十三緒光

MONDAY, AUGUST 19, 1907.

一拜禮 號九十月八

1850 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHONGWANG.
LONDON. DALNY.
YONK. PORT ARTHUR.
NEW YORK. ANTONG.
SAN FRANCISCO. LYONANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On Fixed Deposit:—
For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% " "

TAKAO TAKAMICHI, Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID-UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Hankow, Shanghai, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)
Direktion der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG, Manager.

Hongkong, 11th January, 1907. [19]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (€3,750,000).
RESERVE FUND Fl. 5,000,000 (€417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarra, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasuruan, Tjilatjap,
Padang, Medan, Deli, Palembang, Kota-
Radja (Achene), Bandermeasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3 1/2 " "
" 3 " 3 " " "

J. BOETJE, Manager.

16, Des Vieux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS.....\$11,750,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.
E. Goett, Esq. R. Shawan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lenzmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£800,000
RESERVE FUND.....£1,075,000
RESERVE FUND.....£1,075,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (€1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund.....Fl. 2,112,570.30 (€176,048).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.

BRANCHES:—At Singapore, Sourabaya, Sama-
rang, Indramajoo, Bandoeng and Welte-
vreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pec-
alongan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Kanai, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
(Swiss Bankverein).

Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3 1/2 " "
" 3 " 3 " " "

J. BOETJE,
Manager.

16, Des Vieux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS CO.

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [207]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

SHANGHAI.....MALTA.....About 22nd.....Freight and
Passage.....

LONDON, &c., via usual Ports (ARCADIA).....24th Aug. See Special
of Call.....Capt. A. L. Valentini.....Advertisement

LONDON and ANTWERP.....About 28th.....Freight and
via SINGAPORE, PENANG, SUNDRA.....Aug. Passage.
and COLOMBO, PORT SAID.....Capt. G. M. Montford, R.N.R.

SHANGHAI, MOJI, KOBE & MANILA.....About 30th.....Freight and
YOKOHAMA.....Capt. F. E. Andrews, R.N.R. Aug. Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th August, 1907. [3]

Intimations.

LANE, CRAWFORD & CO.

NOW SHOWING, NEW STOCK OF

CRICKET BATS, CRICKET BALLS.

LAWN TENNIS RACKETS.

LAWN TENNIS BALLS.

BADMINTON, QUOITS, CROQUET.

HOCKEY STICKS, FOOTBALLS.

INDIAN CLUBS, DUMB-BELLS.

BOXING GLOVES

Liberal Discount to Clubs.

LANE, CRAWFORD & CO. [35]

BASS & CO'S PALE ALE

'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " 8 " Pints.

\$24.00 " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 9th August, 1907. [138]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 25th August.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " on the following day.....5.00

" Single.....3.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. R. CLARKE,
Secretary.

Hongkong, 19th August, 1907. [70]

Intimations.

One of the most prominent Medical men of

China said

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply"

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [39]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

76, PEDDER STREET, MADAME FLINT, MANAGER.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities

EXTRA DRY (Gout Americain)

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony.

Hotels. [445]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO THE MANAGER & AGENT.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907. A. F. DAVIES,
Manager. [16417]

VICTORIA HOTEL, MACAO HOTEL.

(TELEGRAMS: VICTORIA—SUAMEN). (TELEGRAMS: MACAO—MACAO.)
ON SHANGHAI, CANTON, AND IN THE CENTRE OF THE PEAK GRANDE.

H. HAYNES, Manager. Capt. T. AUSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

HONGKONG VOLUNTEER CORPS. DODWELL & COMPANY, LIMITED.

IT is proposed to form a INFANTRY COMPANY with a DETACHMENT of CYCLISTS. All who are desirous of joining are requested to apply personally at Volunteer Headquarters morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.V.O. Hongkong, 25th July, 1907. [690]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,365 tons, Captain H. D. Jones.
"POWAN," 2,318 " " " H. J. Black.
"FATSHAN," 2,250 " " " C. V. Lloyd.
"KINSHAN," 1,995 " " " B. Branch.
"HEUNGSHAN," 1,995 " " " R. D. Thomas.
Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
"SUI-TAI," 1,651 " " " G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willcox.
"NANNING," 1,589 " " " Mackinnon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents: Messrs. E. Pasquet & Co.
For further particulars, please apply to—
BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAH.	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS.	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI.	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375
YORK BUILDINGS, 1st floor,
Hongkong, 8th August, 1907.

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1906

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.5 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Repairs will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sants, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 23rd Aug., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REG. LUITPOLD" Capt. H. Kirchner	WEDNESDAY, Noon, 28th Aug., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. F. Grosch	About WEDNESDAY, 28th Aug., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About SATURDAY, 9 A.M., 31st Aug., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, Noon, 12th Sept., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

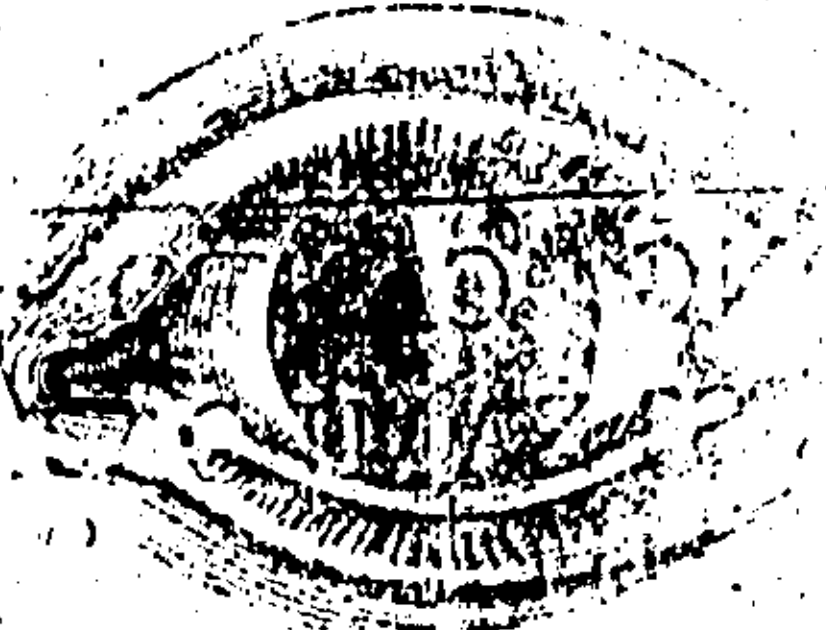
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th August, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI.
21, John Street, Bedford Row, W.C. 59, Beninck Street, 566, Nanking Road.
Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telephone Address: "CHEF" HONGKONG. Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor.

(THE LATE MR.) TULLOCH.

In the late Mr. J. Tulloch, whose death at the General Hospital from dysentery, we recorded yesterday morning, says *N. C. Daily News* of the 13th instant, another old and well-known resident of this port has passed away. Anative of Aberdeen, where his father continues to reside, Mr. Tulloch came to the Far East about a quarter of a century ago and joined the firm of Adamson, Bell & Co., remaining in their employ until 1897, when he joined the firm of Hopkins, Dunn & Co. Mr. Tulloch, in the course of business, visited most of the Far Eastern ports, and while with the firm of Adamson, Bell & Co. he was at different times stationed at Hongkong, Yokohama and Shanghai. Mr. Tulloch was a great sportsman in his younger days, and the older members of the Paper Hunt Club will remember his cross-country riding on the ponies Enchanter, Vengeance and others that won reputations. Mr. Tulloch also raced ponies, but he was best known as a cross-country rider. His interest was not, however, confined to riding; he was a member, if not always an active one, of most of the local sporting clubs. In business the late Mr. Tulloch was highly respected, being shrewd, but large-hearted in every way. He was a member of the Stock Exchange, which was closed yesterday afternoon as a mark of respect, and the junior partner in Messrs. Hopkins, Dunn & Co.

THE "KNIGHT COMMANDER."

On the 16th ult. Major Anstruther-Gray asked the Secretary of State for Foreign Affairs whether it is the intention of the Government to abandon the claims against the Russian Government for the sinking of the British ship *Knight Commander*.
Sir E. Grey: The answer is in the negative.

CHINA RAILWAY CONTRACTS.

On the 15th ult. Mr. Rees, asked the Secretary of State for Foreign Affairs whether he was in a position to state the result of negotiations with the Government of China relative to their obligations to British subjects in respect of railway contracts.
Mr. Rusciman, who replied, said:—Final contracts have been concluded in the case of two railway concessions—viz., those from Shanghai to Nanking and from Canton to the boundary of Hongkong; and the work of construction is proceeding on the former railway. As regards the remaining British railway concessions, negotiations are still proceeding; and though progress is slow, His Majesty's Government cannot anticipate that the Chinese Government will fail in the end to respect the obligations which they have incurred in regard to them.

THE COMET.

A valued correspondent, who had not yet seen the notice issued by Sicawei Observatory, writes as follows:—I have just been watching the comet (3 a.m.). For some nights I have been up about this hour to enjoy the splendour of Pleiades and Orion rising. My interest and curiosity were aroused yesterday by the positive assurance of some of my Chinese friends who stir early for their woodcutting that they had seen in the eastern sky a strange star with a streaming tail. To my astonishment I have just found it even so and that the comet is a reality. It is perfectly clear and may be seen deep below the Pleiades and close by Orion. It is singular that for two or three months past the Chinese have been greatly agitated by rumours of a great star to appear and collide with the earth. I have comforted them with the assurance that the only observed and known comet to return is Halley's, two years hence. I remember that the comet in 1861-2 (at the time of the Taiping Rebellion), which I also saw, greatly alarmed the people.

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

ROYAL WARRANTS

H.M. KING EDWARD VII.

H.B.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES. From \$120 to \$150 each. GUARANTEE FOR 3 YEARS. WILL CLIMB ANY HILL ON THE LOW GEAR.

Fortmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT, AGENTS,

11, D'AGUILAR STREET and Kowloon, Hongkong, 19th July, 1907.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS, (if required). ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1905.

To Let.

TO LET.

OFFICES at No. 14, DES VOEUX ROAD CENTRAL (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department, Jardine, Matheson & Co.

Hongkong, 4th April, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co.

Hongkong, 14th July, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD. AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE, 1, Des Voeux Road.

Hongkong, 13th August, 1907.

TO LET.

No. 1, WEST END TERRACE, Shamshu Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1907.

TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907.

THE HONGKONG.

STUDIO

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Specialists

IN

Travelling

Requisites.

CABIN TRUNKS.

DRESSING CASES.

LADIES' HAT BOXES.

PORTMAN-TEAUS. KIT BAGS. HOLDALLS.

W.M. POWELL, LTD., HONGKONG.

Hongkong, 17th August, 1907.

THE EAST COAST PORTS OF CHINA.

(Continued from page 5.)

The other matter I have referred to is the export of tea. This still seems to be in an uncertain state. The Japanese have now been in occupation of Formosa for approaching twelve years, and they have not ceased to make efforts to deflect the trade in Oolongs from Amoy, and ship direct from Keelung to Japan and America. It is, perhaps, quite natural that these efforts should be made, and a differential export tax of 6.60 a picul has long existed. Amoy still manages to secure a fair share of the trade, and Chinese are certainly interested in maintaining it. As Keelung harbour is developed so the Formosa tea trade is decreased at Amoy. The ultimate object is to make the harbour at Keelung accessible for large trans-Pacific liners, which would take the trade direct and without even the transshipment that now takes place in Japanese ports.

FOOCHOW.
Eighteen hours' run takes you from Amoy to the White Doge rocks at the entrance of the Min River. Two hours more and the vessel reaches Pagoda Anchorage. The journey up the Min has been picturesque, and is well worth the launch for the intervening 9 miles to Foochow, or rather Nantai, where the foreign community is located across the river from the native city. The stone bridge of "Ten thousand ages" forms the connecting link with the city. You are aware on the way up that the obstruction sunk in the river in the shape of junks loaded with stone, deposited over twenty years ago at the period of the French reprisals, has not yet been removed. The junks are still undisposed of, and are a source of danger to launches. It is a pity the torpedo school attached to the arsenal at Pagoda Anchorage cannot have practical demonstrations by removing the obstruction. A hostile power which had penetrated so far would soon make short work of what is not a real defence to Foochow, but only a delaying barrier. The seaward defence of Foochow rests on the forts at the Kimpai and Mingan passes. The river could be rendered impregnable to hostile ships if these forts were properly armed and manned. Nature certainly has done its best to render the task of defence comparatively easy.

Foochow, by this I mean the foreign quarter at Nantai, does not exhibit any very great changes. Foreign houses have considerably increased for missionary and school purposes, for the missionary population swells continually. Two out of every three foreign constructions seem to be occupied by missionaries. It is somewhat remarkable to note the epidemic of red bricks that prevails at the time for new houses. They add a certain brightness to the view, and agree with their pine settings, which are a feature of Foochow. The roads in this foreign locality have also been considerably improved, judiciously widened here and there, and more shade trees provided. More efficient scavenging is done—though there remains room for more if effective control could be secured. One of the topics interesting to the community at the time of my visit was a suggestion to get a kind of municipality. A special form of tax—perhaps a wharf tax—added to a uniform rate assessment might secure the funds needed for better police arrangements, scavenging, road-making, and such matters as are generally conducted by a municipality.

Whatever may be the condition of mercantile affairs at Foochow, and much of its former glory has, alas! departed, the community always seems to maintain what would to a casual observer seem an ever-present aspect of cheerfulness. The tea trade, the erstwhile reason for the foreigner at the port, may have largely disappeared, but you would find no apparent trace of such a fact at the hour before dinner when the community remains at the Club. Tea still remains of some considerable importance, but it is no longer the one article of trade. Camphor is rapidly coming to the front as a considerable article of export, whilst flax and terebinth imports have attained dimensions that are useful to foreigners. Most other commodities, including the big trade in Foochow pols, or Tientsin as they are often called because of their port taking so considerable a number, is done through Chinese hands. Though the total foreign population has considerably increased, it is almost entirely due to the missionary element. In commercial circles it seems to be the case that the Japanese have gone ahead and the rest have gone astern, generally speaking; though there are some, I was glad to hear, who can state that they are doing more than ever before in other articles and ways apart from the tea trade. The Japanese certainly seem very active, though they have done nothing very special on their own settlement, which lies lower down the river on the front than the present foreign quarter. Nor have they yet created any particular industries, though they have a primitive glass factory where exceedingly cheap articles are produced. Foochow industries in foreign hands have not progressed. The match factory and the saw-mill on the city side are closed down, and the preparation of tea by machinery—an experiment in which was being tried on the occasion of my last visit—has ceased its operations for some years. The only industry working was the saw-mill on the Nantai side, which I found in full swing making kerosene-oil boxes as the general work. The supply of poles can usually be relied on, but the native lumberers are exceedingly conservative as to the lengths into which they are cut. This is usually 9 ft. 4 in., and all inducements to get them to deliver poles of, say, either 8 ft. 6 in. or 10 ft. 6 in., which would be greatly convenient length, and save both cutting and waste, have hitherto proved abortive. Relatively the Chinaman would probably secure a better price, but his conservatism prevents any alteration being achieved. In noting the industries of Foochow in which foreigners

are interested, mention should perhaps be made of the Arsenal at Pagoda Anchorage, as it carries out a certain amount of outside work apart from Government requirements. Originally constructed under French auspices, the foreign element became eliminated till a new French mission took it in hand in the late nineties of last century. This was at the request of the French Minister in Peking. This mission expires in the autumn of the current year, and the question of its renewal is believed to be under discussion at Peking at the present time. Doubtless there will be the same local opposition to renewal, for it is the Fukien authorities who have to pay its cost, and it is believed that they do not relish the payment from the provincial revenues. Apart from this, China is contemplating a new naval arsenal situated somewhat to the north of Foochow in Central China. The province can plead that it is poor, and cannot afford such luxuries as arsenals off its own bat. It has practically to live to itself, for nature has shut it off from easy communication except by sea. Hills surround it and it has few outlets. This fact has benefited it likewise at times, for the natural barrier provided saved it from the devastating effects of the Taiping rebellion. Apart from minerals, which are said to exist, but have not been properly exploited, a chief source of its wealth consists of the labour it exports. This in turn sends home considerable remittances, or the erstwhile coolie returns with wealth to spend at home. Should the railway from Amoy be constructed, it will provide some communication within the province. If it is to reach the city of Foochow, the Min River must be bridged. There are suggestions that a high level bridge, probably of the suspension variety, could be constructed at either the Kimpai or Mingan Pass. Such an erection need present no great difficulty to the engineers, though the cost must necessarily be considerable. But the proposal of the whole line has yet to advance somewhat before the serious proposition need be taken in hand.

The same eager desire for foreign learning witnessed elsewhere is likewise in evidence in Foochow. Within the city there is a high school, a normal school, a military school, and a police school. Certainly energy is apparent in this direction, and one is set to wondering again what the outcome of all this activity is to be. Will it be used for the country's good? Will it steer clear of the shoals and pitfalls that beset the path of the proverbial little knowledge? And above all (and it is the real serious question for the ultimate success of China), will it be the means of hurling down the great and all-powerful god of "Squeeze"? Until he is dethroned and China's vast revenues handled with some degree of honesty reform will never have truly penetrated the country. In official circles there was at the time of my visit a tolerably large case of squeeze pidgin under nominal investigation. The Tartar General, who has been Acting Viceroy, is openly said to be as great an offender as the official—a man well known to foreigners—under trial, but he is too big to touch. As the culprit is believed to have appropriated a not inconsiderable number of taels, and as the man appointed to try him is notoriously given to arranging things for a consideration, it is probable that with some easing of the wheels the present case will be slurred over. The public is again defrauded, but is powerless to act. A new Viceroy is about to take up the post at Foochow, but whether he will clean out the stable remains to be seen. His attitude to foreigners is also unknown, for he has had few dealings with them. Sung Shu has come on fairly rapidly since 1906. He followed the Empress Dowager and Emperor to Si-ngan-fu in that year, on the flight of the Court, and has since then been *persona grata*. He has been Governor of Kiangsi, of Kiangsu, and of Honan, and has recently held a position on one of the Boards at the Metropolis. As a Viceroy he is yet untried.

Commercially Foochow generally is keeping up its figures fairly well, even though the foreigner may not have as large a share in it as he would desire. Owing to the method of calculation now employed, the gross figures of exports and imports come out at the total of HK. Tls. 33,000,000 for 1906. The actual net value of the trade is HK. Tls. 16,693,000. As sterling exchange had a higher average valuation in 1906 (of over 3s. 3d. per tael), the sterling value comes out greatly in excess of 1905. It is gratifying to know also, from figures kindly supplied to me, that the export of tea shows some improvement. The respective figures are:—

	1906	1905
Black	141,000 cwts. against	112,000
Brick	60,000 "	50,000
Green	14,000 "	50,000

The efforts that are being made to revive interest in China tea and increase its consumption in the United Kingdom have been fairly well received in Foochow, and the port doubtless acquiesces in any general line of policy that may be adopted. What may be done remains yet to be seen. In one way Foochow and China tea generally is at a disadvantage as regards its Ceylon and Indian rivals. The freight on tea is certainly 5s. a ton cheaper than some years ago, but it is still 45s. per ton of 40 cubic ft. against a rate of 30s. per ton of 50 cubic ft., at which its rival can be shipped to London from Colombo or Calcutta. The newly formed China Tea Association hopes to enlist the sympathies and assistance of all engaged in the trade in the Far East. In a circular letter recently received at the port it is pointed out that the Native Guilds should be impressed with the desirability of the movement, so that they may urge on the Chinese Government that they are vitally affected. It is hoped that the Imperial Government may assist for the answer previously given—when assistance was sought to save the trade—that the trade was not lost but only diverted, is not as correct now. What Great Britain then failed to take was exported to Russia. That plea no longer holds, for the actual export and consequently the revenue have both declined.

China is therefore more concerned at present. The Chinese Legation in London has, I notice, been approached on the matter to get the Imperial Government to take measures to assist the export, but more is hoped by the Association from representations by the Guilds to their own authorities. It is certainly more to China's own interests that she should help herself and not leave it solely to the foreigner interested in the trade to do all the propagandist work. China tea can meet its rivals unmistakably for quality if not for price, but it must take modern methods of making itself known. The association promises that any efforts made by the Imperial Government and the growers—the two classes most nearly affected—will be seconded by efforts at home. It is a pity a more determined effort to meet the enterprise that Ceylon and India have shown has not been previously made, for markets that might have been held have been partially captured, and will require much energy to regain.

From tea one may turn to a comparatively new export, which, for the present at least, bids fair to provide the foreign merchant with some other considerable item on the export list. The export of camphor may be said to have commenced with small shipments, amounting in all to only 23 piculs in 1903. In the succeeding year the figures rose to 120 piculs. By 1905 the export had reached 4,037 piculs and last year came to 11,369 piculs, of a value of about two millions of dollars. If the figures of 1907 keep on in relation to what has been done to the end of April it is certain that 1907 will largely exceed the export of 1906. Particulars as to the probable duration of the trade vary much, for inasmuch as it takes 40 years to produce a matured camphor tree the output cannot be augmented at will in any reasonable period. The tree, it will be borne in mind, is cut down and consequently destroyed to secure the marketable product. Estimates give from three to ten years as the possible life that the trade from existing sources may continue. It is quite impossible to predict which period is likely to prove correct, though the balance of opinion favours the longer date. It has at least assisted the foreign trade of the port, and the foreigner has had a fair share of the export of the new commodity. Chinese are also considerable exporters to Hongkong.

GIRLS WHO LOOK LIKE GHOSTS

BECAUSE OF ANAEMIA (WEAK BLOOD) SOON BECOME ROSY AND ROBUST BY THE USE OF Dr. Williams' Pink Pills.

READ THE CASE OF THIS MERCHANT'S DAUGHTER IN CHINA.

Girls at fourteen and upwards often seem to droop and fade. The rosy cheeks, bright eyes, ruby lips, and happy spirits of childhood suddenly leave them; they become listless, thin and irritable, are pale, bloodless, and low-spirited; complain of headache and backache; have black rings round the eyes, and are a constant source of worry to their anxious parents. What is the matter? What can be done to bring back roses to the cheek and laughter to the eye, to restore the vigour and joy of youth to the loved one?

These are the questions the fond mother is ever asking herself, and she has real cause for anxiety, for her daughter in Anaemia, and unless fresh life and "tone" are speedily given to the blood, which now is weak, watery, and also, probably, impure, Consumption may develop, and then there is no saying where the trouble will end. But, for despair there is no need! Dr. Williams' Pink Pills for Pale People, the great Tonic Blood Medicine, are curing just these troubles every day. They purify and at the same time strengthen the blood, and the good, healthy, new blood which they make speedily restores weak, weary, despondent, sickly girls to the full enjoyment of glorious health.

Mr. J. L. Luff of Kiukiang, one of the best known merchants on the Yangtze River, China, thus records the experience he has had of Dr. Williams' Pink Pills as a remedy for Anaemia and other troubles.

"We are great believers in Dr. Williams' Pink Pills for Pale People in my family for we have found them very beneficial," said Mr. Luff when interviewed. "During the present year one of my children was

ANEMIC AND RUN-DOWN, and Dr. Williams' Pink Pills restored her strength; she derived great good from them and is now well and strong. In the unhealthy Spring season here in Kiukiang I also gave my children these Pills as a Tonic and the results are most satisfactory."

"Among my friends, too," continued Mr. Luff, "several have been benefited by Dr. Williams' Pink Pills. For instance, one of them who was a sufferer from

SEVERE SCIATICA for a long time, and who tried doctors and medicines without getting relief, was completely cured by Dr. Williams' Pink Pills. I am quite willing that you should use what I have said."

Mr. Luff's testimony is but additional proof of the fact, without number conclusively demonstrated before, that Dr. Williams' Pink Pills for Pale People are the ideal family medicine, beneficial alike for adults and children. The thankful testimony of many thousands of past sufferers proves them to be the great remedy for Anaemia, Liver Complaint, Indigestion, Malaria, Early Decay, Rheumatism, Sciatica, Paralysis, Beri-beri, Eczema, Scrofula, Pimples, Boils, Headaches, Palpitations, Nervous Disorders, the after effects of Fever, Dysentery and Chills, and (especially) the ailments which trouble women from youth to the Change of Life. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, 6 bottles for \$3/- or 1 bottle for \$1.50, post free.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [22c]

NOTICE TO PASSENGERS.

PENINSULAR & ORIENTAL S. N. COMPANY.

THE DIRECTORS OF THE P. & O. S. N. CO., LONDON, beg to intimate that, for Sailings on and after this date, the PASSAGE RATES from the Straits, China and Japan, will be subject to a Surtax of 10%.

By Order,
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.,
Hongkong, 17th August, 1907. [75d]

NOTICE TO PASSENGERS.

MESSAGERIES MARITIMES.

THE DIRECTORS OF THE MESSAGERIES MARITIMES, PARIS, beg to intimate that, for Sailings on and after this date, the PASSAGE RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

By Order,
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th August, 1907. [75d]

NOTICE.

THE NORDDEUTSCHER LLOYD, BREMEN, beg to intimate that, for Sailings on and after this date, the PASSAGE RATES from the Straits, China and Japan will be subject to a Surtax of 10%.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents for Hongkong and China

Hongkong, 17th August, 1907. [75d]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [50]

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS.

GRENADINE, GROSEILLE, &c.

VICHY, PERIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERS

Large Assortment of CANNED GOODS
suitable for Pic-nic

Hongkong, 15th May, 1907. [40]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [41]

Public Company

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June, 1907, at the rate of One Pound Fourpence per Share of \$125, is payable on and after MONDAY, the 19th day of August, 1907, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907. [75d]

Consignees.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLAMORGANSHIRE,"

Captain Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 19th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th August, 1907. [74d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 14th August, 1907. [74d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 18th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance will be effected.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 16th August, 1907. [74d]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Wunnenberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigning by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th August, 1907. [75d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 50 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [74d]

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS
BY APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR
AND HOUSEHOLD.

**ERATED
WATERS**
OF
ABSOLUTE PURITY
AND THE
HIGHEST DEGREE
OF
PERFECTION.

OUR SODA WATER is the most whole-
some daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAM-
PAGNE, RASPBERRYADE, LEMON
SQUASH, &c., possess the true flavour of
the finest Fresh Fruits.

We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which
has the pleasant characteristics of the
finest Lime Fruit.

OUR DRY GINGER ALE is a beverage of
delightful flavour and aroma.

OUR SARPAPILLA is not only a deli-
cious drink but a blood purifier as well.

OUR STONE GINGER BEER, since its
introduction, has been steadily growing in
popular favour.

A. S. WATSON & CO., LIMITED,
CHEMISTS, ERATED WATER
MANUFACTURERS,
&c., &c., &c.
HONGKONG, CHINA & MANILA.
(Incorporated in Hongkong, 17th August, 1907.)

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 19, 1907.

**AMERICA'S BID FOR CHINA'S
TRADE.**

As the result of one of those spasms of commercial enterprise which periodically overtake the business circles of Great Britain, and are not infrequently benignly blessed by the Government in power at the time, it was decided that the importance of China as a market for British manufactures should no longer be neglected or left to be exploited by the Teuton and the Frank. The consuls discovered that their belated reports, culled from the voluminous statements of the Imperial Maritime Customs, and issued months afterwards, might incorporate hints as to the trade openings which might be taken advantage of by energetic firms desirous of entering a new and profitable sphere. An attempt in that direction was made, but it can scarcely be alleged that these hints were of a character to afford much guidance to the average manufacturer in the United Kingdom, and undoubtedly they were, and still are, far behind the elaborate, candid and thoughtful reports of the Customs Statistical Department. When the Prince of Wales delivered his memorable speech at the Guildhall, in the course of which he made use of the expression, "Wake up, England," the Foreign Office apparently arrived at the tardy conclusion that it would not be inconsistent with its policy to appoint a Commercial Attaché to China; and one of the most capable men in the British consular service was appointed to the office. We are well aware that Sir Alexander Hosie has been at infinite pains to acquaint himself with the trade conditions of China generally, but little or nothing which could be esteemed of value to the merchant seeking for information regarding the requirements of the Middle Kingdom has so far emerged from the Circumlocution Office, although we may take it for granted that the visit of the Commercial Attaché to South China was not undertaken to pass an idle holiday. Contrasted with the methods adopted by Japan and America to coral the trade of the Orient, and of China in particular, the system employed by the British Government to encourage British exporters to expand their connection with the Far East seems weak, haphazard and almost futile. It is unnecessary to refer again to the efforts which Japan has made to acquire the commercial suzerainty of Eastern China, efforts that have produced results even beyond the expectations of a naturally sanguine and enterprising people. We would only refer to the evidence which is now presented of America's intention to take higher rank

than she does at present as a commercial entity in China. In order to facilitate and expedite the settlement of questions which may arise between the Governments of the United States and China, it has been decided to establish at Washington a special Bureau which will deal exclusively with Far Eastern issues, and thereby obviate such unfortunate complications as those which resulted in the boycott of American goods sent to China last year. By the constitution of the Bureau it might appear at first sight as if it were merely an outgrowth of the Foreign Secretariat, but a little consideration will show that it is much more than an ornamental department created for the benefit of needy partisans of the Government or to enhance the importance of the Chinese in their own estimation. While its primary functions will be the conduct of diplomatic and consular affairs and the negotiation of treaties, it will also hold in the forefront the advancement of American trade interests, and smooth the way to that development of reciprocal relationship which becomes more manifest with each succeeding consular and Customs statement. That this view correctly expresses the real object of the new Department may be accepted from the plain-spoken comments of the Press of the Pacific slope on the subject. One newspaper makes it quite clear that the American exporter will expect the Bureau to lighten the burden of his difficulties in securing unrestricted entrance to China, on equal terms with other nations which may be more favoured by geographical position or other conditions. Our contemporary remarks that "The action of the State Department, prompted, as it was, by the rapid expansion of American interests in the Orient, ought to emphasize the insistent demand of the Pacific coast for more liberal treatment at the hands of the Federal Government. If it is necessary for the State Department to establish a separate Bureau to deal with Oriental questions, why isn't it necessary for the Government to do many other things to accommodate the constantly expanding commercial interests of the Pacific coast in Far Eastern countries?" British merchants have not the slightest reason to fear the effects which may accrue from the operations of the Bureau, for whatever benefits may be obtained by the intervention of the American Department are certain to be equally distributed. If the Bureau could succeed in inducing China to give effect to the terms of the Mackay treaty—which has been shelved for four years—and in particular, guarantee the protection of trade marks and the standardisation of China's monetary system, then it will have achieved a result for which all the nations trading with the Celestial Kingdom will call it blessed.

LOCAL AND GENERAL.

SHORTLY after ten o'clock this morning fire broke out in a coal shed in the Naval Yard. The flames spread rapidly and by the time the Yard Brigade was on the scene three sheds were burning fiercely. A strong fight was put up by the firemen to save the only remaining shed and in this they succeeded. The damage done could not be ascertained. The origin is stated to be spontaneous combustion.

In honour of the birthday of His Majesty Francis Joseph, Emperor of Austria and King of Hungary, Mr. de Tzenirmay de Devasio, Consul for Austria-Hungary in Hongkong, held a reception at the Consulate yesterday. There were many callers, including representatives from His Excellency the Governor, Sir Frederick Lugard, His Excellency the General Officer Commanding and the consular corps in the Colony. The health of the Emperor was cordially pledged by all.

THE London & China Express says:—The report of the Commission on Sanitary Matters in Hongkong and the officials reply have naturally called forth a good deal of attention. As was perhaps only to be expected, the latter is most hostile to the report, as the Colonial Secretary is responsible for the Ordinance, No. 23 of 1903, which was passed while he was acting Governor, and the other three officials, viz. the P.C.M.O., of P.W.D. and M.O.H. are the men who were responsible for the administration of the Ordinances, an administration which was found by the Commission on a very defective. It was hardly likely, therefore, that those officials should admit good in the report. Mr. May, in his address to the Legislative Council, only referred to bribery and corruption. But this is really only a secondary consideration. Bribery has been proved to exist, the officials must see that it is put a stop to. The real reason for the Commission was to point out defects in administration of which so many complaints had been made, and this, of course, includes defects in the Ordinances themselves. Judging from the statements of the officials the Ordinances and administration are apparently perfect, and require no amending, except perhaps in some few small details. If this were really so there was no need to appoint a Commission, and if the official view be accepted, the work of the Commission will be practically wasted and the Colony receive no redress. It now remains to be seen which view is accepted by the public, and what in a Crown Colony is more important, the Secretary of State for the Colonies. In the meantime the officials are dragging the red herring of "bribery" across the trail. The true issue is reform of the Ordinances and Sanitary Department. The Commission worked hard for the best part of a year in the interests of the Colony, and would naturally like to see its labours result in action.

HONGKONG AND WHAMPDO
DUCK COMPANY, LIMITED.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Duck Company, Ltd., was held in the offices of the company, Queen's Buildings, at 12 o'clock noon, to-day, for the purpose of receiving the report of the directors and the statement of accounts for the 3rd June, 1907. There were present Mr. H. P. White (chairman), Sir Paul Chater, the Hon. Mr. H. Kewick, Messrs W. Helms, A. Haupt, G. H. McDermott, A. Fuchs, Silverstone, and D. W. Craddock, directors; R. Mitchell, (acting chief manager), T. L. Kne (secretary); J. P. Braga, Choo Leep Chee, W. E. Clarke, F. E. Ellis, E. Georg, J. W. Graham, Ho Fook, Lo Cheung Shiu, S. H. Michael, E. J. Moses, Thomas Skinner, and H. Percy Smith.

The Secretary read the notice convening the meeting. The Chairman said:—Gentlemen,—It will be observed that we have adopted a slightly different form in stating our accounts for this half year and, as the statement, together with the report, has been in your hands for some days, I will, with your permission, following our usual course, take them as read. The net profits for the half year ending 30th June, 1907, amount to \$101,396.82, and this amount includes the sum \$34,850, the difference between the book value of the tug *Robert Cooke*, and the amount realised under insurance policies. For purpose of comparison, I may mention that our net profit for the six months ending 31st December, 1906, amounted to \$369,596.36, and \$403,580.44 for the corresponding period last year. Including the \$200,933.74 balance brought forward from last account, and deducting directors' and auditors' fees, we have available for appropriation the sum of \$791,580.56, and, subject to your concurrence, we propose to pay a dividend for the half year of 8% or \$1 per share, absorbing \$200,000, place a further \$100,000 in the credit of No. 1 Dock Extension account and carry forward the balance \$491,580.56 to a new account, and we trust this distribution of profits will meet with your approval. It may be thought by some shareholders that the amount carried forward is unduly large, but I would remind you, gentlemen, that my predecessor in the Chair in February, 1905, informed you that we had in view an extension to the boiler shop, and this work you will gather from the report is about to be proceeded with. The numerous orders that we have in hand for steam vessels proves the necessity for this extension. It is proposed to enclose the land at the back, the purchase of which was completed last year, and to remove the gate entrance, time offices and sundry out-buildings to the new ground, so as to leave space for the addition to the boiler shop, and we have provided in the additional amount carried forward a sum sufficient to cover this expenditure. The value of "material on hand" is about the same as in the last account, and you will be pleased to note that the amount due to sundry creditors is smaller by \$434,435.46, though the reduction is partly due to the amount received from the underwriters on account of the *Robert Cooke*. Under existing circumstances your directors are of opinion that the figures before you may be considered satisfactory. After fully six months' trial of the conversion of the sawmill to electric drive, our sawmill reports that it increased output of 40% is attained, and it is proposed to install a large frame saw, and to convert a hand power crane to electric drive, so that the saw mill may be on a par for efficiency with the other sections of the works. We are now beginning to let the full benefit of the electric power drive as the output approaches the capacity of the plant. The tonnage of British and foreign men-of-war docked during the past six months shows a falling off, but on the other hand I am pleased to be able to report that the amount of merchant ship tonnage shows a decided improvement, being 475,140 tons—the largest in any half year since 1900—which may be considered a hopeful sign, as this class of work is undoubtedly the backbone of our business. As mentioned in the report, most of the damage caused by the typhoon of last year has been made good, there only remaining a sum of about \$5,000 to be expended to complete the necessary repairs and renewals to wharves, etc. You will be pleased to note that a start has been made with the lengthening of the No. 1 dock, so that in due course we shall be able to handle the largest class of vessels coming to Hongkong, and thus materially increase the amount of gross tonnage docked. With the amount already at the credit of the Special Account, and the sum of \$100,000 which, with your permission, it is proposed to add, your directors are sanguine that this extension will be completed without any call on shareholders being found necessary. Every effort is being made with a view of effecting economies, consistent with thorough efficiency, and in this connection, I would mention that a sub-committee of directors has been appointed and is now inquiring closely into the general working of the Company's business, dealing more especially with establishment charges, salaries, stock, and our buying agencies. The recommendations of the committee will be submitted to and dealt with by the full Board in due course. In the month of May, Mr. Wilson, lately acting chief manager, went home on leave, and Mr. R. Mitchell was appointed in his place. Gentlemen, with nothing further to remark, before moving the adoption of the report and accounts, I shall be pleased to answer any questions you may wish to put.

These being no questions the Chairman moved the adoption of the report and accounts. Mr. Clarke: I have very much pleasure in recording the proposal that the report and statement of accounts be passed. The motion was unanimously adopted. The Chairman: Gentlemen, that is all the business. Dividend warrants will be ready to-morrow morning.

NEW ATTORNEY GENERAL.

WELCOMED AT THE SUPREME COURT.

Before the opening of the August Criminal Sessions this morning, His Honour the Chief Justice, extended a welcome to the Hon. Mr. W. Rees Davis, who appeared for the first time in Court as Attorney General of Hongkong. His Honour Mr. A. G. Wise, Puisne Judge, was also on the Bench.

"Mr. Attorney," said His Honour, "owing to circumstances over which the Court has had no control this is the first opportunity which we have had of welcoming you to the Colony officially. The delay will have had this advantage that I am sure you will believe the words of welcome are not formal, but are personal and most cordial. We desire to formally wish you a very useful visit and prosperous career amongst us here."

The Attorney General expressed his cordial thanks for the kindly welcome he had received. He was called to the Bar at the Inner Temple in 1887 and his lines had fallen in pleasant places. The present was the third legal office he had held, during five years; the first in the salubrious atmosphere of the Bahamas; the second in the enchanted island of Cyprus, where three languages controlled the work of the Court; and now he had the honour to be appointed to the office of Attorney General in Hongkong, which exceeded in its natural beauty of surroundings one's highest expectations. He realised he was succeeding a roll of distinguished predecessors and he would use his best endeavours to follow in their example and obtain the best wishes of the bar. He also recognised the great necessity of cordial co-operation between the Bench and the Bar, which had always existed in the past—and His Lordship might rest assured, continued Mr. Davis, that with the cordial co-operation of the learned members of the Bar he would do his utmost to obtain that co-operation.

PROPERTY SALE.

Acting under instructions from Messrs. J. Hanson, Stokes and Master, Mr. Geo. P. Lammer, auctioneer, offered for sale at his auction premises in Duddell Street certain valuable household properties, pertaining to the estate of the late Mr. Edmund Sharp.

The properties were put in six lots as follows: A piece of ground registered at the Land Office as Section B of Inland Lot No. 679 containing an area of 4,520 square feet and bearing an annual Crown rent of \$28.14 to other with the substantial houses erected thereon and numbered consecutively from 7 to 13, Fuk Luk Lane. Lot two was Section C of Inland Lot No. 679, containing 3,876 square feet, with an annual Crown rent of \$14.30, together with the houses erected thereon and known as Nos. 1 to 6 Fuk Luk Lane. The third lot consisted of Section D of Inland Lot No. 679, containing an area of 3,395 square feet and bearing a Crown rent of \$33.83, together with the houses numbered by even numbers from 106 to 114 Third Street. Lot 4 comprised the remaining portion of Inland Lot No. 79, with an area of 5,601, and a Crown rent of \$35.68, together with the houses running by even numbers from 116 to 130 Third Street. Lot 5 consisted of Section C of Inland Lot No. 747, area 6,701, and Crown rent \$49.65, and the houses thereon numbered from No. 113, by odd numbers, to 127 Third Street. Lot 6 was the remaining portion of Inland Lot No. 747 with an area of 6,118 square feet, and carrying an annual Crown rent of \$50.52, together with houses numbered consecutively from No. 1 to No. 8 Fuk Sau Lane. Lots Nos. 1, 2 and 4 were withdrawn, the other three were sold for \$5,600, \$11,000, and \$6,200 the last two (Nos. 5 and 6) to Mr. Chapman, and the other to a purchaser whose name was unascertainable.

ALLEGED ASSAULT ON A LAUNCH.

COOLIE PUSHED DOWN THE ENGINE-ROOM.

Mr. F. A. Hazeldan, while presiding in the First Court at the Magistracy, this morning, was called hurriedly away from the bench to take the declaration of a coolie, who, it was stated, was sinking fast at the Government Civil Hospital, the result of injuries he received on board a launch at West Point yesterday. Those who have been in the Colony for any length of time must know that it is a common custom among coolies to board vessels before they have made fast to their wharves in search of engagements by passengers. When the Samchun steam launch entered port shortly after two o'clock yesterday afternoon the usual gang of coolies boarded her. This invasion of the launch is strongly objected to by the owners, and the watchman started to put the men off. In doing so, he is alleged to have pushed one of the coolies, who was trying to save himself from going overboard, into the engine-room. He was picked up unconscious, bleeding profusely from the head, and taken to the Tung Wa Hospital. Although the chances of his recovery were considered small yesterday, it was believed that he would pass the night safely. This morning the coolie's condition gradually grew graver, until, as stated, it was considered advisable to summon the Coroner. Inquiries made at the Tung Wa Hospital this afternoon elicited the information that the coolie is still in a dangerous condition and is not expected to live the night.

Another ghastly "find" was made at the Peak on Saturday afternoon, when an Indian police officer, who was on patrol duty, saw the body of a man hanging from the branch of a tree on the hillside. Mount Gough Police Station was informed and the body cut down and sent to the morgue. The examination which followed revealed that the deceased—a coolie, between thirty and forty years old—had been dead for at least twenty days. The man had no friends in Hongkong, and, as far as could be learnt, poverty drove him to take his life.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 17th August.

At the earnest request of the committee of the Canton-Hankow Railway Company, and that of the Acting Provincial Judge, Mr. Lau Sul-chuk at last consented to take up the responsibility of the finances of the Yuet-han Railway Company. But Mr. Lau stated that an assistant should be appointed to assist him in his work, and the committee have empowered him to select an assistant himself.

The Canton-Hankow Railway Company have lately engaged twelve more engineers to be assistant engineers in order to hurry on with the work of construction of the line. Some of these are Chinese while the others are either Britishers or Norwegians. Six of these have already arrived here and will soon assume duty.

ANTI-OPIMUM MOVEMENT.

An Anti-Opium Association, being a branch of the Central Association at Canton, has been formed in the district of Heungshan and another one has been established in the district of Kow Kong; the first institution will be opened on the 28th instant, whilst the latter will be opened on the 31st instant.

Yesterday the Kwongchow Pict. Co. Chan Mong Tsang, remitted a sum of 19,000 taels from the funds of the American Boycott Association to the Anti-Opium Association to carry on the working of the latter institution.

HONAM THEATRE.

The Namhoi Magistrate has issued a notification to the effect that tenders will be invited on the 9th instant for the leasing of the Honam Theatre. This theatre was sealed up on account of the rent for the lease being in arrears.

THE NEW VICEROY.

The first batch of the reception party deputed to proceed to Shanghai to receive the newly appointed Viceroy of the Liang Kwang Provinces, Chang Yuen Chun, and to accompany H.E. to the South, left here to-day for Hongkong en route thither. H.E. Viceroy Chang is expected to leave Honan on the 26th or 27th instant, and is expected to arrive here to take over charge of office about the end of this month or the beginning of next.

PRISONERS EXECUTED.

Yesterday by order from the High Authorities, the Namhoi Magistrate ordered the prisoner, Tang A-yuk to be taken to the execution grounds to be beheaded. The prisoner was found guilty of having had a hand in the case of robbery which happened in the district of Samshui last year, and in which two men were kidnapped; one being ultimately released on the payment of a large sum of money as ransom, while the other was foully murdered. The prisoner was extradited to Canton from Hongkong a short time ago. The British Consul-General at Canton was present on the grounds to witness the prisoner undergo his death sentence.

DISOBEYING THE OPIMUM REGULATION.

On the 17th instant, an opium divan was found opened, and three or four men were found smoking on the premises. The divan keeper and the four men were promptly arrested and taken to the Police Station by the policeman on duty. The Police Authorities have given instructions to seal up the establishment and to detain the keeper; the four smokers were released.

HOI KIN GOLD MINES.

The Canton Bureau of Agriculture, Industry and Commerce has again sent a wuyuan to make an investigation of the gold mines in the district of Hoi Kin. Last year these mines were opened, but after a short time the work was suspended owing to the output of the mines being unsatisfactory and not up to the expected standard. This is mainly due to the fact that the methods adopted for working and treating the ore are not of the latest. It is the opinion that if foreign machinery were employed the mines could be made to pay.

LONG-LOST ONE RECOVERED.

KIDNAPPED GIRL FOUND AFTER EIGHT MONTHS' ABSENCE.

A five-year-old girl disappeared from her home at 169, Reclamation Street, Yau-mat, for very nearly a year, Wong Mui, a fourteen-year-old girl, was found yesterday, under most interesting circumstances. On the 31st December, 1906, Wong Mui disappeared. She was sent out on an errand by her mother. She never returned. The police were called into service; a diligent search was made, but to all intents and purposes the girl might have vanished into thin air. As the weeks gradually turned into months and the months very nearly approached a year, with no news of her daughter, Wong Mui's mother gave up all hope of ever seeing the girl again, and continued on her daily avocation as before. While returning home from work yesterday afternoon, the mother, passing house No. 169, Station Street South, heard a familiar voice calling to her from one of the verandahs. Looking up she saw her long-lost daughter waving to her from the top floor balcony. A time was lost, and rushing to the Yau-mat Police Station the happy mother unfolded her story to the officer in charge. Inspector McCall accompanied the woman back to the house. He returned Wong Mui to her mother, and arrested two persons—U King, a subcontractor, and his wife, U Yau Tai—on charges of kidnapping. The pair were charged with the offence before Mr. C. A. D. Melbourne, at the Police Court, to-day. They were both held for trial.

His appointment in love is alleged to have been the cause of the suicide of a young and well-to-do farmer at Tai-po yesterday. When it had become known to his family that the young man had cut his throat with a knife, Sergeant Lander of Tai-po Police Station, was notified. Luckily, at the time the occurrence took place, a police launch was close at hand. After being temporarily treated the injured man was put on board the launch and a stait was made for Hongkong. The farmer, however, expired on the trip. His remains were removed to the morgue. We are informed that deceased took his life because his desire to marry one of the villagers' daughters was denied.

HONGKONG WATER POLO
SHIELD COMPETITION.

FOURTH ROUND.

CORINTHIAN YACHT CLUB VS. 8TH CO. R.G.A.

This match, the last in the round, and which had to be postponed, was played off on Saturday afternoon at the V.R.C. before another large assembly of civilian and military spectators, and proved to be very interesting; since as if the R.G.A.'s defeated the Corinthian Yacht Club (which they did) they would have to replay the V.R.C. "A" team in the final as both teams are now level in the competition table. The excitement that prevailed whilst this match was proceeding, was intense.

At the commencement of the game, Bloomfield on one occasion had the ball all to himself and could easily have scored for the R.G.A., but he passed the ball to E. Humphreys by mistake, who sent it up the bath and in the midst of a scramble a corner throw resulted, but the R.G.A.'s kept the ball out, then Fleetwood had a long shot at the Corinthians' goal which was saved. The Corinthians seemed to have had the better of the game in the first half and Wicheil (the Corinthian's centre forward), who had the ball passed to him time after time, scored the Corinthians' first goal. The R.G.A. then tried to bring the ball up to have a shot at the C.Y.C.'s goal, but through being well marked they did not succeed in scoring. After this E. Humphreys and Canter had a scramble and the ball went out, so a free throw was given, the ball was then passed to Cooke who had a couple of shots, but were saved by the P.G.A.'s goalkeeper. When the whistle went for half time, the score stood at one goal in favour of the Yacht Club.

Soon after commencement of the second spell, the Artillery backs sent the ball up to Ward who availed of the opportunity of not being marked and scored a nice goal from half way up the bath. After this the C.Y.C. men made a very determined attempt to score the odd goal. Cooke shot at goal, but Rodwell saved well, then Wicheil had the ball all to himself; he could have scored a goal if he had swam up closer, but instead of doing so he had a long shot which was stopped by Rodwell easily. In the midst of a scramble, one of the R.G.A. men knocked the ball into his own goal whilst being fouled by Miller who was only a couple of feet away from goal, so this was disallowed although the linesman declared a goal. Shortly after, Ward had another nice opportunity for scoring, which he did, through E. Humphreys letting him get away from him. Wicheil tried a long shot soon after, but the ball went wide, and the game ended in a victory for the R.G.A. by 2 goals to 1.

Both teams played a very sound and fast game, but the Corinthians' weak point was in their goalkeeper. E. Humphreys did as well as was expected, although he allowed his man to score the two goals, as he had just recovered from an attack of fever.

The teams were—8th Co., R.G.A.:—Gunners Ward, Canter, Bloomfield, Fleetwood, Rodwell, Monaghan and Greenwood.

C.Y.C.:—R. C. Wicheil, E. Humphreys, O. R. Chusyat, C. Humphreys, J. Miller, C. J. Cooke and J. Forbes.

COMPETITION TABLE.

Played. Won. Lost. Drawn. Points.

V. R. C. "A"	5	4	0	1	13
8th Co., R.G.A.	5	4	0	1	13
R. H. K. Y. C.	5	4	1	0	12
Corinthian Y.C.	5	3	2	0	9
R.E. "A"	4	1	3	0	3
R.E. "B"	4	1	3	0	3
V. R. C. "B"	4	1	3	0	3
Middlesex "A"	4	1	3	0	3
Middlesex "B"	4	0	4	0	0

The local agency of the Banco Nacional Ultramarino, of Lisbon, Portugal, are issuing notes of the Portuguese Bank in Hongkong of higher denomination. The new notes which have been put into circulation are of the same size and design as the \$5 and \$10 bills, but the colour of the inks used in printing is an artistic combination of yellow, green and red, and on which bond paper. The note bears the distinctive embossed seal of the corporation on a white ground.

SHIPPING AND MAILS.

MAIL DUE.

Indian (*Namsang*) 22nd inst.
English (*Malta*) 22nd inst., 8 a.m.
Canadian (*Tartar*) 23rd inst.
German (*Prins Heinrich*) 27th inst., a.m.
German (*Regina Helena*) 27th inst., p.m.
American (*China*) 28th inst.
The *s.s. Tremont* left Mofei for Moyn on 18th inst.
The O. & S. S. Co.'s *s.s. Asta* arrived at San Francisco on 17th inst.
The *s.s. Indragiri* will leave Singapore on 20th inst. and is due here on 26th inst.
The C. P. R. Co.'s *s.s. Empress of India* arrived at Vancouver at 2.30 p.m. on 18th inst.
The P. & M. S. Co.'s *s.s. China* left Yokohama to-day, and is due to arrive at Hongkong on 28th inst.
The N. D. L. *s.s. Borno* left Sandakan on 18th inst., p.m., and may be expected here on 23rd inst., a.m.
The Imperial German Mail *s.s. Preussen*, which left here on 17th inst., arrived at Genoa on 17th inst., at 8 a.m.
The Imperial German Mail *s.s. Zieten*, which left here on 14th inst., at noon, arrived at Singapore on 19th inst., at 7 a.m.
The P. & O. S. N. Co.'s *s.s. Malta* left Singapore for this port on 17th inst., at 11 a.m., with the outward English Mails, and is due here on 22nd inst., at about 8 a.m.
The Imperial German Mail *s.s. Prinz Regent* left Kobe via Nagasaki and Shanghai on 18th inst. at 4 p.m., and may be expected here on or about 27th inst., p.m.
The C. P. R. Co.'s *s.s. Indragiri* arrived at Shanghai at midnight on 17th inst., and left again at 5 a.m. Sunday, for Nagasaki, where she is due to arrive at midnight, on 19th inst.
The C. P. R. Co.'s *s.s. Empress of China* arrived at Yokohama at 7.30 a.m. on 18th inst., and left again at 10.30 a.m. same day, for Kobe, where she is due to arrive at 9 a.m. on 19th inst.
The Imperial German Mail *s.s. Prinz Heinrich* carrying the German Mails with dispatches of the 30th ult., left Cologne on 16th inst. p.m., and may be expected here on or about 27th inst., a.m.

Telegrams.

[Reuter's.]

The Opium Question.

London, 16th August.

Mr. Churchill, in the absence of Lord Eglon, who was engaged in the House of Lords, received the anti-opium delegates, Mr. Conolly and Mr. Alexander, from the Straits and Malaysia.

They urged that the time was ripe for introducing reforms, and for restricting and eventually suppressing the opium traffic.

Mr. Churchill promised his careful consideration of the facts presented to him, and said that he felt the present condition of the trade cannot be allowed to continue. Members of the deputation must not assume that the Government is indifferent; he thought the case for Ceylon was particularly strong, and that the Government must go step by step in the Crown Colonies with the new policy adopted in reference to India and China.

The Yunnan Railway.

Mr. Hobhouse, in reply to a question, stated that the Government had received Lilley's report on the Yunnan railway.

Mr. Smeaton asked whether the Government was aware that if such a line, were not made the whole of the trade of Yunnan would be diverted from Rangoon to Saigon.

Mr. Hobhouse replied that the Government had not lost sight of the importance of the matter, but it would be most injudicious to lay all the reports on the table at present.

The Russo-Japanese Agreement.

The Times, in pointing out the equity and opportuneness of the Russo-Japanese Convention, hopes that Japan will now take measures to remove all grounds of complaint regarding the open door in Manchuria and trade-marks in China.

The Belfast Strikes.

The Belfast strike has been settled and work is resumed to-day.

Later.

Great Britain and Germany.

King Edward's toast at Wilhelmshoehe, which was couched in remarkably friendly terms, has given the greatest satisfaction in Germany, and is regarded as evidence of the happy relations existing between the monarchs and the peoples.

The Transvaal.

In the Transvaal Assembly, General Botha moved to acquire the Cullinan diamond for the purpose of presenting it to the King, as a token of loyalty, and to commemorate the granting of self-government to the Transvaal.

The King.

17th August.

The King has arrived at Marienbad. Dr. Ott says that he has never known His Majesty in such perfect health.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the U. S. Consul yesterday, August 18, 1907, 5:25 p.m.:—
Noun, August 18, 1907. Typhoon neighbourhood North Ladrone Islands.

THE DES VŒUX ROAD MURDER.

The first case called at the criminal sessions was expected to be full of interest as five men were committed to take their trial at this session, but of the five Chinese who were committed for trial for the murder of the foreman at Watson's soda water factory, were in have taken their stand in the dock at the Supreme Court this morning.

Only three were charged, however—Tam Pui, alias Tam Tak Lau, with murder; Li Su Kai, alias Fei "Sai" Kai, and Won Hoi Chi, with aiding and abetting. The charge against Si Fu and Lui Tin was discharged, the Hon. Mr. W. Rees Davis, Attorney General, declining to file indictment.

The Hon. Dr. Ho Kai, C. M. G., appeared for the accused.

The accused pleaded not guilty and the following jurors were sworn—Messrs. W. F. Gardner, S. C. Fenton, W. C. Drew, L. E. Lammert, H. W. Page, J. von Riegen and W. S. Brown.

The Attorney General outlined the case for the Crown, details of which have already been fully reported in these columns.

GOVERNORSHIP OF COLONIES.

Mr. Watt asked the Under-Secretary of State for the Colonies why military men were appointed to governorships of Colonies; what were the duties which they performed in the Colonies which were suitable for that position; and whether he would in future consider the necessity of appointing commercial or business men to these positions.

Mr. Churchill: A considerable proportion of the governorships has been held and I hope always will be filled by civilians; when a military man is appointed to be Governor the Secretary of State is satisfied that the particular individual is fully qualified to perform the general duties of government. If the hon. member will be good enough to look into the subject, he will find that in many instances the Governor also holds a commission as Commander-in-Chief, and also that in certain instances the governorship is of a distinctly military character, as in the case of Malta, Gibraltar, and Bermuda, when the nominee is suggested by the Secretary of State for War. For further information I would refer my hon. friend to a detailed reply I gave to the senior member for Bath as recently as June 20 last.

THE EAST COAST PORTS OF CHINA.

Mr. Angier continues his series of articles in the London & China Express on the Changing East. In the current issue of our London contemporary the East Coast Ports of China are dealt with. The writer says:—

The East Coast ports of China, or the "Coast ports," as they are usually termed in Hongkong, are still somewhat off the beaten track. The mere tourist will probably proceed direct from Hongkong to Shanghai in the liner, unless he has some friend to visit, or has been specially recommended to make the trip up the coast. He misses a good deal that the large centres of Hongkong, Shanghai, Tientsin, or Hankow provide him with; but the Coast ports show him a sort of final, though passing itself also, glimpse of what the erstwhile Treaty port or hong life consisted in China. The ports have, indeed, lost much of those characteristics, but some few traits remain to remind one of past glories, and the time when the Mexican showed a bold front in exchange of over 45. Commercially and socially the ports present many attractions, and well repay a visit. The time-honoured Douglas line of steamers still makes the run up as pleasant as of yore, and though you are reminded in Hongkong of the severities of the Japanese competition on the line, as also to Formosa, directly you are on board you are aware that the traditions associated with the name remain intact. It was a genuine pleasure to find oneself again on the deck of the *Haitan*, and to find also the same genial skipper still in command. Nought else is then wanted, provided the elements are propitious, for the Formosa channel in a comparatively small steamer can only be equalled for uncomfortable conditions by the British Channel. Either forms a species of funnel up or down, while the wind becomes concentrated, and the seas of the choppiest description. Neptune, fortunately, proved in fairly smiling mood, and nothing much of a trying or disagreeable character prevailed. Leaving Hongkong about mid-day,

SWATOW
is reached at daylight next morning. Entering the port, the locale of the former foreign merchants' residences may still be seen at Dublin Island. All business is now, and has for long been done at Swatow. Here at Kialat, as it is known, are the docks and a few of the foreign residences. The bulk of the foreign population resides across the river at Kakchiao. The method is generally convenient, but it is not one that has yet been adopted by the British Government. The Consul has his residence on the Kakchiao side, but there is no office on the Swatow side where all the business is transacted. It is an inconvenience that has been frequently pointed out. It leads to delays when, say, a British steamer wants to clear rapidly, if the papers have to be obtained from the other side of the harbour, where the water is not always entirely propitious. A separation of offices and residences is doubtless desirable and a Consulate office, as in the case of the other foreign consulates in the neighbourhood of all the offices, would be a convenience greatly facilitating shipping.

On arrival at Swatow your attention will soon be drawn to the railway to Chao-chow-fu. This place is in reality the port opened to foreign commerce. Its effect on the trade of the port can already be traced, and will doubtless increase in course of time, and other railway developments progress. The line is about 37 miles in length, and was constructed by Japanese contractors. At present the station on the Kialat side is somewhat distant, but it is intended to bring it to the river front on a new reclamation of foreshore in alignment with the reclamation already carried out. The line brought about considerable inflation in the value of land, and several people, I was informed, had no cause of complaint against the result of the railway. The line itself, I believe, is now just about meeting expenses, and with any fortune at all should soon be on a paying basis. Its ultimate destiny would seem to be that it should be a branch of the main Canton-Hankow line when the Chinese succeed in surmounting the vicissitudes by which that line is at present beset. It is hoped, at least, that the many "interests" which surround railways generally in China, and Chinese constructed lines in particular, will not militate against the connection of the Swatow section with the main trunk line. This would mean much for the railway itself, and also the Swatow interests. The mention of building for a railway terminus site calls to mind what has been done already in this way at Swatow. Twenty years ago the question of reclamation was a great and burning one at the port. The silting foreshore led to much inconvenience in handling cargo and conducting business. Now the bunding has been in great part carried out and has immensely facilitated general business. Already seven years ago much had been done, and now one has to note the work completed by the China Merchants' Company, with its row of godowns on the new land. These are below the previous bunding carried out by the shipping companies and some merchants.

The foreign trade of the port has progressed and with it foreign shipping. As far as foreigners are concerned it is mainly in the way of shipping that the greatest advance can be scored; but it is principally the larger companies that are affected, smaller lines being driven out by stress of competition. Swatow was formerly considered one of the minor ports, but it now does a considerable trade, and yields a fair sum to the Customs Revenue. Sugar is one of the main staples, but low prices and severe competition still necessitate the shutting down of the China Sugar Company's refinery, which has been idle for years. The Hongkong refiners can produce cheaper and supply a superior article at a price that cannot be touched locally. A feature to be noted in respect of trade is the growth of Japanese interests and the Japanese community. Everywhere one sees evidences of their activity and increase. As contractors for the construction of the railway their numbers are largely aug-

mented, and now they seem to be embarking along many other lines.

A notable change here, as I have already remarked of Canton and other places, is the creation of foreign schools. Here you have the Anglo-Chinese College educating the youth of China along foreign ways, to an end no one can yet foresee. There is likewise an increase along medical missionary lines in the directions of hospitals much good work that should bear fruit in after years is being done. Finally I may remark that Swatow district was threatened with famine at the time of my visit, unless abundant rains came soon to save the rice crop. Rice had greatly risen in price, and cargoes were being imported from Saigon.

AMOI.

It is the same phase just noted that one observes on entering Amoy harbour. Foreign colleges are springing up everywhere, and a striking building is seen coming up to the anchorage. It is an Anglo-Chinese college having foreign teachers. It has been provided solely out of Chinese funds, but the donors have wisely left it under foreign control on certain trust lines. Seeing the chaotic condition of much that has been and is being formulated, towards attaining the new foreign learning, it will be interesting to observe the growth of the present venture.

It will be remembered that Kulangsu, the island across the harbour where foreign residents reside, was constituted an international settlement by the Chinese Government in 1902. Its conditions have certainly been greatly improved since my last visit. It is now cared for by a municipality, which has much improved the appearance and scavenging of the roads. A rate assessment is made to which the Chinese are also amenable, whilst the little domain is more effectively policed and regulated. It is the residential quarter for foreigners, but again, as at Swatow, one finds the British Consulate on that side. The distance is certainly less across the harbour, and convenience is not so much interfered with, but it is certainly to be regretted that the Consulate office is not on the business side—that is Amoy. Certainly one may find by a little inquiry that a British post office exists in Amoy, but from personal experience I found that you could not purchase stamps there! To do so you had to apply to the adjacent Chinese Imperial Post Office, where there was no difficulty in readily obtaining stamps and dispatching your mail. Similarly, though a European mail had been brought up on board of us, the delay in delivery, which I was informed, was by no means unusual, was such that one wonders complaints were not more numerous and serious. We had made fast to the buoy at 4:30 p.m., but at 10:30 a.m. next morning the mail was still undelivered. This was in contrast to the greatly extended and generally punctually performed service carried out by the Chinese Customs authorities. This organisation is being greatly extended throughout the whole country. It is efficient and popular, but it has great trouble in getting satisfactory postal agents in the interior. Defalcations are constant, and such a case as an agent gambling away Post Office funds is not uncommon. In the case mentioned to me the loss reached \$4,000, and the agent had lost the money to the local magistrate, the functionary presumably who should have had the oversight of the employee, and I arrested him for any such proceeding. The amount that the Post Office revenue yearly collected from fraud must run into a large sum, little of which can be recovered. Another noteworthy matter respecting Chinese ways has been the revelations that have come to light as the result of the Native Customs being handed over to the Imperial Maritime Customs. The native staff in the Amoy district under native ways was about 300. This has now been brought down to about 75, whilst the collected revenue promptly doubled, and has since further greatly increased. This is going on all over China, as the figures which are now given by the Foreign Inspector abundantly show. A return is about to be made of all the revenue collected since the transfer was made, and the contrast between these figures, for the last five years, and what the sums were under native collection, would be highly interesting. The question always recurs: What would China not be able to achieve, if the revenue, actually collected and submitted to by the Chinese nation, was honestly applied? I must not, however, digress too far by following up such a reflection.

The spectacle is presented here, as happens, one may observe, at most of the ports in China, of the number of foreign residents having largely increased, whilst the actual number of foreign hongs is either stationary or the numbers even reduced. The growth seems to have arisen through increase in the number of assistants in firms necessitated by the condition that a larger turnover is required to produce the same amount, or even less, of profit than was attainable before. At most ports also, and certainly at Amoy, the extra duties now performed by the Customs are being required in addition to pay the duties on their own, whilst the missionary community has everywhere largely augmented its numbers.

In the way of foreign business it is shipping that has again largely increased, not to mention the busy activity of native launches and small steam craft of all sorts and conditions, of quaint appearance, and suggested instability and unseaworthiness. Foreign shipping has increased, and so has Japanese, whose increased interests in other directions are likewise to be observed. Shipping and tea still remain the chief objects of foreign interest at Amoy. General imports and exports of produce are practically in Chinese hands. The coolie traffic is still a considerable matter, and shipping is largely interested in carrying emigrants back-wards and forwards, whilst the province of Fukkien, in itself a poor tract of country, is equally largely interested in the remittances that come back from workers in the Straits, Siam, or other foreign countries. Should the suggested railway from Amoy to Foochow, now contemplated, and one which business the Commission arrived in Amoy the day I was there, constructed, something may be done to open up the mineral resources of the province, which are probably all it has to look to for increased prosperity. Another line from Amoy to Swatow is farther in the background. It is idle to speculate when either line is likely to be consummated, viewing the position of railway matters in China, but there are many who speak hopefully of the line to Foochow being undertaken within a reasonable period of time. It would be unlikely to be constructed by money put up by Straits Chinese. It is a feature worth noting, perhaps, that one may see substantial residences erected on Kulangsu by wealthy Chinese who have returned from abroad. There they can live in comparative immunity from "squeeze," and at least they know that, as regards the island they are fairly safe from arrest on spurious charges, intended only to extort money, and that they have only their municipal rates to pay. To return, however, to the railway, the completion of any line debouching on the harbour of Amoy should certainly be beneficial to the shipping interests of the port.

[Continued on Page 3.]

INTERPORT POLO.

SHANGHAI POLO CLUB V. THE MIDDLESEX REGIMENT.

The Interport Polo match between Shanghai and the team sent from Hongkong by the Middlesex Regiment, for which Mr. Henry Keasick has presented a handsome challenge cup, took place on the Polo Ground last evening, reports the N. C. D. News of 16th inst., under perfect weather conditions and on a fast ground. The Polo Club's pavilion was crowded to its utmost capacity and the ropes on the West side of the ground were lined three-deep by spectators.

At 5:00 p.m. the teams entered the field and were composed as follows:—
Shanghai—Messrs. J. Johnstone, K. J. McEuen, G. Dallas and G. A. Robins.

Middlesex Regiment—Colonel Scott-Moncrieff, Capt. Davy, Lieut. Dixon and Large.

In the first chukka Shanghai defended the North goal, and immediately the ball was thrown in Hongkong gained possession and made a good run down-field, which was stopped by McEuen. Johnstone then carried the ball along the right boundary and transferring at the right moment, enabled Dallas to send in a shot at goal, which was, however, well stopped. Hongkong relieved and play was carried into the Shanghai half, but Johnstone and Dallas, playing well together, brought the ball up to the Hongkong goal, when Dallas shot, but unsuccessfully. Shortly after Johnstone and Dallas again attacked and Johnstone shot at goal, but missed. During the remainder of the chukka play ruled fairly even and though Hongkong showed rather better combination, their ponies were beaten for pace. When the bell announced that the first eight minutes had elapsed, neither side had scored.

In the second chukka a bit-off by Dixon was followed by a good run down-field by the Hongkong team and Large made a shot at goal which narrowly missed the mark. Dallas then made a run down field at a great pace, along the right boundary, but the ball went out opposite the Pavilion, and play settled down in mid-field. In this chukka play was very fast and at this stage the ball was sent from end to end of the field in quick succession. At length, Robins took the ball well down-field to the neighbourhood of the Hongkong goal, and riding off the Hongkong back, gave McEuen a clear opening of which he made the best use and put the ball between the posts. The rest of the play in this chukka ruled fairly even and when time was called Shanghai led by one goal to nil.

From the third chukka, Dixon and Davy carried the ball towards the Shanghai goal, but it was quickly transferred to Hongkong territory, where Robins was afforded good opening, but missed the ball. Shanghai continued to press for some time, but missed two good opportunities of shooting. After a short spell of play in neutral territory, Hongkong got within distance and remained there until Robins and Johnstone relieved with a good run down-field to the Hongkong goal. Davy and Large got the ball well away, but were well stopped by Dallas, and Robins cleared cleverly to mid-field. A brief attack by Shanghai included an unsuccessful shot at goal by Johnstone and then Hongkong gradually worked the ball up to the Shanghai goal, where Dixon found an excellent opening, but before he could turn his pony to shoot, was cleverly checked by Dallas. He immediately afterwards, just as time was up, the ball was worked by Shanghai into the right-hand corner of the Hongkong half, from which Johnstone shot a splendid goal. This concluded the third chukka and Shanghai stood on level, with two goals to their credit and only six minutes and a half left for play.

At the opening of the fourth chukka, Shanghai at once got possession of the ball and a good drive up by Dallas enabled Johnstone to shoot, but unsuccessfully. For a couple of minutes there was a series of scrummaging in front of the Hongkong goal, in the course of which Johnstone made a good but unsuccessful shot. At length Hongkong got the ball away and after a good run down-field play settled down in front of the Shanghai goal, where after Dixon and Davy had made repeated shots, the former at last put the ball through just on the call of time. The game thus resulted in a victory for Shanghai by two goals to one.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/2 9/16
Do. demand	2/2 1/2
Do. 4 months' sight	2/3 1/16
France—Bank T.T.	2/7 1/2
America—Bank T.T.	2/7 1/2
Germany—Bank T.T.	2/7 1/2
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	2/7 1/2
Canton T.T.	2/7 1/2
Japan—Bank T.T.	10 1/2
Java—Bank T.T.	13 1/2

Buying.

1 month's sight L/C.	2/3 1/2
3 months' sight L/C.	2/3 1/2
30 days' sight San Francisco & New York	2/3 1/2
1 month's sight do.	2/3 1/2
30 days' sight Sydney and Melbourne	2/3 1/2
1 month's sight France	2/7 1/2
1 month's sight do.	2/7 1/2
1 month's sight Germany	2/7 1/2
Bar Silver	31 1/2
Bank of England rate	4 1/2
Bank of France	2 1/2
Sovereign	2 1/2

GUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	810/830
Old	820/850
Older	830/850
Oldest	840/850
Paina New	820/850
Old	830/850
Older	840/850
Oldest	850/850
Tenian (Paper)	860/850

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the six months ending 30th June, 1907, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after Tuesday, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 19th August, 1907. [758]

A GOOD OPPORTUNITY TO LEARN SHORTHAND.

HORATIO C. POLLOCK, Court Reporter,

OPENS A

NIGHT SCHOOL,

September 1st.

Apply CONNAUGHT HOTEL.

Hongkong, 19th August, 1907. [759]

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 24th August, 1907, at 2:30 p.m., at their

Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street,

A FINE ASSORTMENT OF

HIGH-CLASS JAPANESE CURIOS.

Comprising:—

OLD SATSUMA VASES, INCENSE
BURNERS, WALL PLATES, GOLD AND
SILVER CLOISONNE WARE, TEA SETS,
LACQUERED WARE, SILK, EMBROID-
ERIES, OLD BRONZES, WALL HANG-
INGS, KAKEMONOS, IVORY ORNA-
MENTS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 19th August, 1907. [760]

PARTICULARS AND CONDITIONS OF

Sale of the right of erecting and main-
taining a Temporary Pier over Crown Fore-
shore opposite Road North of Kowloon
Marine Lot 87, Yaumati, to be held at the
Office of the Public Works Department by
order of His Excellency the Governor, on
MONDAY, the 26th day of August, 1907, at
2 p.m., for a term of 1 year commencing from
the 1st day of September, 1907.

PARTICULARS OF THE PIER.

Position.	Largest Dimensions.	Upset price.
Opposite Road North of Kowloon Marine Lot No. 87, Yaumati.	100' by 15'	\$400

Hongkong, 19th August, 1907. [761]

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

S.S. *Maiphan* and *Charente*, and fromHordaux ex S.S. *Verbeckma*, in connection

with above Steamer, are hereby informed

that their Goods, with the exception of Opium,

Treasure and Valuables are being landed and

stored at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 26th August, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 26th August, or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 26th August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 19th August, 1907. [762]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM MIDDLESBRO, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.,

whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 26th inst., will be subject

to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
1st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th August, 1907. [763]

Intimations

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 19th November, 1906. [32]

IF YOU KNOW A GOOD

"SCOTCH,"

WHEN YOU TASTE IT YOU WILL

APPRECIATE THE MANY GOOD

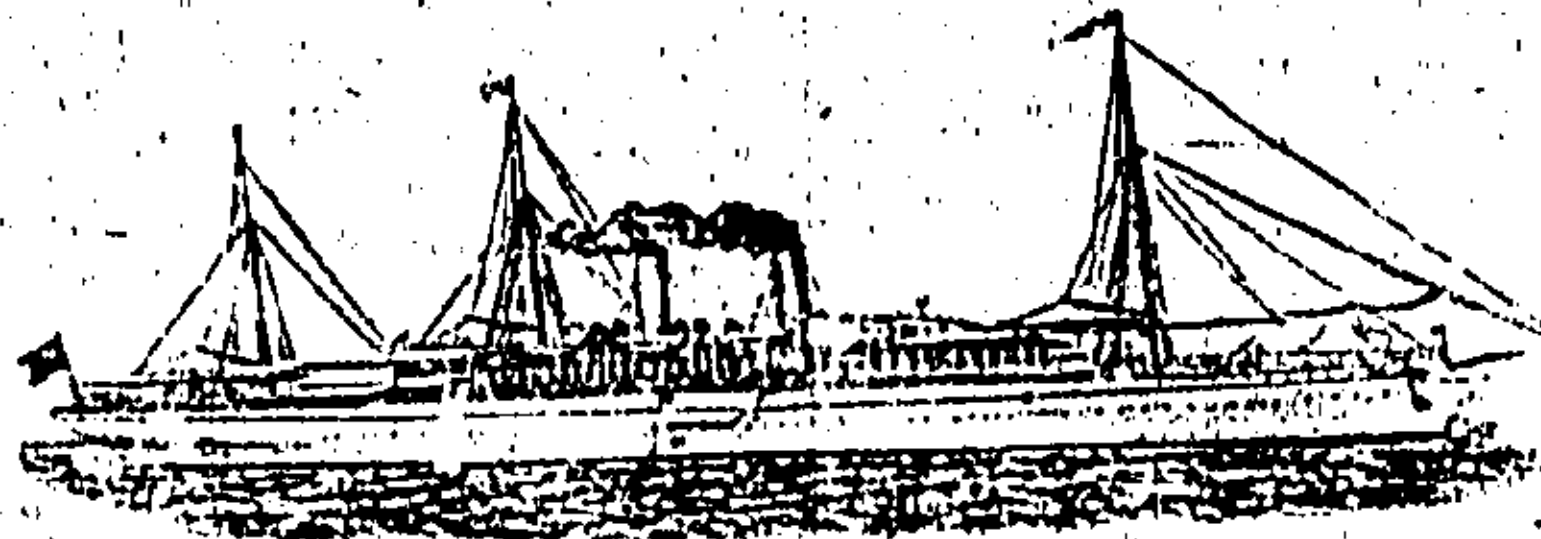
QUALITIES

OR

"PERFECTION."

A GREAT
REPUTATION

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

Proposed Sailings.	Tons	Leave Hongkong	Arrive Vancouver
EMPERESS OF JAPAN	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
EMPERESS OF CHINA	6,000	THURSDAY, Sept. 16th	Oct. 14th
EMPERESS OF INDIA	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C. and at QUEBEC, with the Company's New Patriotic "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 79 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railways £40. "L40." "L42." R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 14th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	TUESDAY, 2nd Aug., 4 P.M.
SANDAKAN VIA JESSELTON	"MAUSANG"	WEDNESDAY, 21st Aug., 4 P.M.
SHANGHAI	"WOSANG"	WEDNESDAY, 21st Aug., 4 P.M.
SHANGHAI	"CHUNSHANG"	THURSDAY, 22nd Aug., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 23rd Aug., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	5 6s	10 0s
Penang	8 6s	13 0s
Calcutta	10 6s	15 0s

* These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 19th August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YUNNAN"	20th Aug., 4 P.M.
MANILA	"TAIYUAN"	21st " " Noon
MANILA, ZAMBANGA & AUSTRALIA	"TAIYUAN"	21st " " 4 P.M.
NINGPO & SHANGHAI	"LIANGCHOW"	22nd " " 4 P.M.
SHANGHAI	"YOHOW"	22nd " " 4 P.M.
CHEFOO & NEWCHOW	"MANHANG"	22nd " " 4 P.M.
HOIHOW & HAIPHONG	"CHIHU"	23rd " " daylight
SWATOW, CHEFOO & TIENSIN	"KUEICHOW"	25th " " 4 P.M.
SWATOW & SHANGHAI	"PAKHOL"	26th " " 4 P.M.
MANILA	"TAMING"	27th " " 4 P.M.
CEBU & ILOILO	"KAIKONG"	31st " " 4 P.M.
YOKOHAMA & KOBE	"CHINGTU"	19th Sept.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Austral Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 19th August, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
KUHL	2540	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ABERLOUR" FRIDAY, 23rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th August, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HARBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

RHENANIA 1st Oct.

SILESIA 2nd Nov.

Hongkong, 7th August, 1907.

Homeward.

HARBURG 4th Sept.

RHENANIA 4th Oct.

Hongkong, 7th August, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on WEDNESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 17th August, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents. Hongkong, 30th July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,606	T. W. Garlick	10th Sept.
Superic	—	—	1st Oct.
Kumeric	—	—	15th Oct.

* Cargo only.

† Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 6th August, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"GLENFARG" 3,500 THURSDAY, 29th Aug., Noon.

"KASATO MARU" 5,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 19th August, 1907.

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"HELIOPOLIS," Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th July, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above, on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th August, 1907.

Dentistry.

DR. M. H. CHAUN

THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1 UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and 1 UM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station; and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS:

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sku Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kol.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROD, Director.

26th July, 1907.

A JAPANESE CAPTAIN OF FINANCE.

Baron Shibusawa, who is credited in *Forbes' Magazine* (New York) with being "the ablest financier of the Far East," contributes to that periodical an article on financial Japan, in which he points out some of the recent successes of his country's financiers, and sounds a warning to those who are liable to become enmeshed in "the feverish expansion of the commercial and industrial Nippon of to-day."

Another writer, Mr. Adachi Kinsosuke, in the same magazine, in a character sketch of Baron Shibusawa, shows how large a part this able financier has himself played in the new era of Japanese finance. The supreme crisis of his life came, we read, when, at the age of twenty-seven, he journeyed "through Europe with a Government commission. He came home filled with 'Occidental' ideas. A noble by birth, he occupied in succession a number of more or less important offices until in 1870 he was appointed Assistant Vice-Minister of Finance. (We read further):

Later he studied the commercial activities of the world at large and of the Far East in particular, when he was appointed Inspector of Trade. Then suddenly he did something that surprised everybody and made his friends gasp and weep. He left his Government position. Fortune was smiling upon him then as she rarely does upon a man of promise. And he kicked all the flattering prospects of his official career out of doors, as he hardly would a stray cur. What did he mean by it all? Count Inoue, his chief and friend, tried to make him behave a little and listen to reason. Shibusawa was deaf even to the pleading of Count Inoue. Why?

"I realised that the real force of progress lay in actual business, not in politics," he is quoted to have said, "and that the business element was really the most influential for the advancement of the country; so I gave up my political position and devoted my life to business in which I have continued until to-day."

Once more the years that came and went since then have confirmed his wisdom. At first he devoted himself to banking; he founded the First National Bank. Soon he became its president. In the establishment of the Nippon Ginko—our central bank—the Yokohama Specie Bank, the Industrial Bank of Nippon, and a number of others he has taken no small part. He has been promoter and director and stockholder in a number of the

Cents

24

Soles—Tat Sa Yu.....	25
Tench—Wan Yu.....	18
Turbot—Cho Hong Yu.....	20
Turtles, small, fresh water—Keok Yu.....	60
White Bait—Ngan Yu Chai.....	—
FRUITS.	
Almond—Hung Yau.....	18
Apples, (California)—Kam San Ping Ko.....	23
" (Chefoo)—Tin Chun Ping Ko.....	12
" Small—Hoi Tong.....	8
" Custard—Fan Lai Ching.....	—
Bananas, fragrant, Canton—San Sheung Heung Chiu.....	3
" (brides), Macao—San Heung Chiu.....	6
Chestnuts, Chinese—Foong Ly.....	—
Carambola—Yung Tou.....	8
Cocoanuts—Yeh Tat.....	10
Grapes—Sin Tai Tes.....	—
Lemons, China—Ning Moong.....	8
" Amer.—Kum San Ning Moong.....	4
Liches, Small Stone—Lai Chi Con.....	—
" Fresh, Lai Chi.....	—
Limes, (Saigon)—Sai Kung Ning Moong.....	8
Mango, Manila.....	—
Mango, Saigon—Sai Kung Moong.....	—
Mangosteens, San Chuk Tes.....	20
Oranges, (American)—Kam San Tin Chang.....	—
" Small—Tai Kut.....	—
" Mandarin—Tim Kut.....	—
Olives—Pak Lam.....	8
Passion Fruit.....	—
Pears, (American)—Kam San Shui Lai.....	8
" (Canton), Cooking—So Lai.....	8
" (Shanghai)—Sheung Hoi Li.....	10
Peanuts,—Fa Sang.....	16
Perlimmons, Large,—Hung Chie.....	10
Pine-apples, 1st quality—Sheung Poon Ti Paw-law.....	8
" and cooking—Chung-tang.....	10
" Paw-law.....	—
Plantains—Tai Chiu.....	—
Plums, Swatow—Hung Lai.....	—
Pumelo, Stam—Chien Lo Yau.....	10
Walnuts, Hop Tou.....	12
" Green—Sang Hop Tou.....	6
Shanghai Lo Kwat.....	—

VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah	—
Chi Chauk	—
Beans, (French) Macao—Oh Moon Pin	—
Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Choi	4
Beans, Long—Tau Kok	—
Beet Root—Hung Chok Tau	each
Brinjals, Green—Cheng Yuen Ker	—
Brinjals, Red—Hung Ker	—
Brassica—Pak Choi	—
Bamboo Shoots—Chook Shun	—
Cabbage, Chinese, com.—Kai Choy	—
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	10
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	—
Fa	each
Garlic	—
Kwai	—

ch

Cauliflower, Small size—Sai Yeh Choi-fa
 Carrots—Kai Shun
 Celery, Chinese—Tong Kan Choy
 Celery, English—Young Kan Choi
 Celery, White—Pak Young Kan Choi.....
 Chillies, Dried—Con Lat Chlu
 " Red—Hung Fa "
 " Green—Chang Lat Chin
 Curry Stew, English—Ka Lee Choi Liu
 Cucumbers—Chang Kwa
 Bitter Squash—Fu Kwa
 Garlic—Suen Tau
 Ginger, young—Sun Ti Keung
 " old—Lo Keung
 Horse Radish, Shanghai—Lik Kan
 Indian Corn—Suk Mai
 Lettuce—Young Sang Choi
 Water Chestnuts—Ma Tai

•

Musk Melon
Mushrooms, Fresh—Sang Cho Kho.....
Onions, Bombay—Yeung Chung Tau ...
" Green—Sang Chung.....
" S'hai—Sheung Hoi Chung Tau
" Japan—Yat Poon " "
Okroes—Mo Ker
Parsley, English—Yeung Un Sai
Sardines, Red

000000

000000

4	Potatoes, Sweet—Fan Shu
5	" Shanghai—Shung Hoi Shu
6	" Teal
7	" Japan—Yai Poon Shu Teal
8	" American—Fa Ki
9	" Foochow—Fuk Chau Shu Teal
0	" Macao—Oh Moon
1	Pumpkin—Toong Kwa
2	Radish—Hung Lo Pak Teal
3	Rhubarb
4	Shalots—Con Chung Tau
5	Spinage (Chinese)—Paw Choi
6	Spinach—Yin Choi
7	Tomatoes—Fan Ket
8	Taro—Wu Tau
9	Turnips, Pund (Long)—Low Pak
0	" English—Yeung Low Pak, place
1	Vegetable Marrow—Chit Kwa

1998

Lily Roots—Lin Ngau "
Yams—Tal Su "
Sage per bundle
C. W. BRETT,
Inspector of Markets.
The prices necessarily vary from day to day
and the Sanitary Board has no power to com-
pulsorily require stallholders to sell at the prices quoted.
G. A. WOODCOCK,
Secretary, Sanitary Board.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15 for 1 year ending 30.6.07 @ ex	\$50 ex div. n. h. 510 new issue London 100 issue London 100 n. issue first call
National Bank of China, Limited	9,975	£7	£6	\$1,735,000	\$1,735,000	\$2 (London 100 n. issue first call)	\$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	1,000	\$250	\$50	\$1,675,000	\$1,675,000	\$20 for 1905	\$270
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000	\$1,100,000	Interim of 7/8 for account 1906 @ ex	6 %
Union Insurance Society of Canton, Limited	2,400	\$250	100	\$1,250,000	\$1,250,000	Final of 5/12 making 12 for 1905 and	5 1/2 %
Yangtze Insurance Association, Limited	1,000	\$100	\$60	\$1,000,000	\$1,000,000	Interim of 1/2 for 1906	6 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$1,000,000	\$1 and bonus \$2 for 1905	9 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,350,000	\$1,350,000	\$40 for 1905	12 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$250,000	\$250,000	\$1 for 1906	6 1/2 %
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000	\$500,000	\$2 1/2 for year ended 30.6.1906	6 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$150,000	\$150,000	\$1 for 1st half year ending 30.6.07	7 1/2 %
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$300,000	\$300,000	\$5 for 1906 @ ex 2 1/2 = \$1.25 per share	3 1/2 %
Shanghai Tug and Lighter Company, Limited (Preferred)	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 54,372	Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and	11 1/2 %
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000	\$1,000,000	Interim of 1/2 (Coupon No. 8) for 1907	4 1/2 %
Star Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$100,000	\$1.00 for year ending 30.6.1907	4 1/2 %
Take Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 50,000	Final of Tls. 2 making Tls. 6 for 1906	11 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$2,000,000	\$8 for year ending 31.12.06	8 %
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	\$700,000	\$1 for 1907	12 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 100,000	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	\$1,000,000	Interim of 1/6 for a/c year ending 28.2.07	4 %
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	\$1,500,000	No. 12 of 1/2 = 48 cents	10 1/2 %
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$450,000	\$1.75 for year ending 31.12.06	10 1/2 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$2,000,000	Interim of \$2 for six months ending June 30th 1907	3 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$500,000	\$5 for 2nd half year making \$12 for 1906	8 %
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 3 for year ending 30th April 1907	3 1/2 %
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Interim of Tls. 8 for account 1907	8 1/2 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 15,000	Tls. 6 for 14 1/2 months ending 28.2.07	6 %
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$250,000	\$5 for year ended 30.6.1906	12 1/2 %
Central Stores, Limited	10,123	\$15	\$15	\$151,845	\$151,845	\$1.80 for 1906	12 %
Hongkong Land Company, Limited	10,000	\$50	\$50	\$500,000	\$500,000	\$4 for second half year making \$10 for 1906	10 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$5,000,000	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %
Imperial Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$1,500,000	80 cents for 1906	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$300,000	\$2 1/2 for 1906	6 1/2 %
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 869,493	Interim of Tls. 3 for account 1907	7 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$625,000	Interim of \$2 for half year ending June 30th	8 1/2 %
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 150,000	Tls. 10 for year ended 31.10.1906	15 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$1,250,000	\$14 for the year ending 31.7.06	11 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 150,000	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %
Lau-keung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 800,000	Tls. 8 for 1906	8 1/2 %
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 28,257	Tls. 50 for 1906	15 1/2 %
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,299	\$1,299	1/3 per share for 1906	9 %
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$12,000	\$3 for 1905	10 1/2 %
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	\$720,000	\$1 for 1904	10 1/2 %
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	10 1/2 %
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	\$100,000	60 cents for year ended 28.2.06	10 1/2 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,000,000	80 cents for 1906	9 %
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$187,500	\$1.50 for year ending 31.7.1906	8 1/2 %
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$4,000,000	Interim of 50 cents per share for a/c 1907	9 %
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$420,000	\$2 1/2 for year ending 28.2.07	11 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$600,000	1 per share for year ending 28.2.07	7 1/2 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$125,000	Interim of \$4 for year ending June 30th 1907	9 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$500,000	Interim of 80 cents per share for a/c 1907	8 1/2 %
Mitsubishi Bussan Kaisha, Ltd.	25,000	Gs. 100	Gs. 100	Tls. 475,000	Tls. 475,000	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$250,000	5 p. sh. or period 19th Oct. to 30th Apr. '07	8 1/2 %
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$500,000	None	7 1/2 %
Philippine Company, Limited	27,500	\$10	\$10	\$275,000	\$275,000	Interim of Tls. 3 1/2 for account 1907	7 1/2 %
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 100,000	Tls. 5 for 1905	10 1/2 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,500	Tls. 67,500	Final of Tls. 5 and Tls. 10 for 1906	15 1/2 %
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 450,000	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 190,000	Interim of 15/16 for account 1907	10 1/2 %
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$1,635,000	\$1,635,000	Interim of 1/2 for account 1907	4 1/2 %
South China Morning Post, Limited	7,000	\$25	\$25	\$175,000	\$175,000	None	10 1/2 %
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$100,000	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 200,000	Tls. 6 1/2 for year ending 30.4.07	7 1/2 %
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$500,000	1st year	10 1/2 %
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$100,000	4000 Coupons abar. s. v. y. c. d. 11.8.07	8 %
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	\$500,000	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$150,000	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.

THE Steamship "ARCADIA"

Captain "A. L. Valentini," carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 24th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Mauritius," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due to London on 6th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 10th August, 1907.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS

STEAM FOR SAIGON
SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUE, SOULE, EGYPT, MARSEILLES, LONDON.

The S.S. "SALAZIE"

Captain Aillard, will be despatched for MARSEILLES TO-MORROW, the 10th August, at 8 P.M.

This steamer connects at Colombo with the Australian line, S.S. "Sydney" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-
S.S. "POLYNESIE" 3rd Sept.
S.S. "TOURANE" 17th Sept.
S.S. "AUSTRALIE" 1st Oct.
S.S. "NARA" 15th Oct.
S.S. "ERNEST SIMONS" 12th Nov.

G. DE CHAMPEAUX,
Agent.
Hongkong, 19th August, 1907.

FOR VLADIVOSTOK

THE Steamship "VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd August, 1907.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE, DEPOT

GENERAL HOUSEHOLD REQUISITES.

FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 250.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION

Hongkong, 16th May, 1905.

Dewar's 'Imperial' Whisky

The Whisky without an equal

Sole Agents: BUMANN & BERBLINGER

15, 16 & 17, Connaught Road Central.